

Jan 2014



WELCOME TO JANUARY 2014

Anyone
for tea?
Jane enjoys a tea
during Nigel's ride to
Battlesbridge



DUNNE'S DOODLES

Find out what our
Chairman has been up to
this month.

FOLEMBRAY 2014

No sooner is 2013 over,
details for Folembay
2014 are available and
inside!!

SOCIAL RIDES

Read about Nigel's ride to
Battlesbridge and see
some photos from the
annual Boxing Day ride.

ELAM COMMITTEE & CONTACTS

CHAIRMAN - BRIAN DUNNE
CHAIR@ELAM.ORG.UK



SECRETARY - MARK HYAM
SECRETARY@ELAM.ORG.UK



MEMBERSHIP - ROB CONNOLY
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CLAIRE BECKETT



CHIEF OBSERVER - RICK BROWN



SOCIAL RIDES & EVENTS - JANE KEMBER & BORINIE MITCHELL



ASSOCIATE COORDINATOR - MAREK WILUSZYNSKI



PAUL GILLETT



TREASURER - MIKE COGGINS



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or



EDITOR'S WELCOME



"Happy New Year ELAMites and welcome to our first edition of 2014."

"I hope everyone has enjoyed their 2013 and is looking forward to what 2014 has to offer.

This quarter we have another good influx of new associates.

It seems our hard work at the Ally Pally show and other various events is paying off. On page 6 you can read about another important event that ELAM attended to promote better riding and as an opportunity to sign up new recruits. By all accounts it was very successful and we should look forward to some more new associates from that - indeed perhaps some of the new associates listed on page 5 joined as a result? If so, then it would be great to hear from you! If you are new to ELAM we'd love for you to introduce yourself through these pages.

This club offers more than just an opportunity to become a better rider, it offers an opportunity to make new friends, or at the very least some biking buddies to go out riding with. In 2013 I was lucky enough to go up to Cadwell Park with a group of ELAMites and also on an extended Folembay trip. I never dreamed of doing something like that before joining ELAM. So, if you are a newbie, please consider writing a short introduction to yourself and post it to me at the email address shown below. You never know who might come and introduce themselves at the next all abilities ride as a result.

Speaking of Folembay, no sooner have the memories of 2013 started to fade, and it's time to start thinking about Folembay 2014. Find more info on page 14.

Also inside we have an article on motorcycle maintenance. If, like me, you don't know your big end from your elbow, then perhaps a beginner motorcycle maintenance course is for you? Read all about it on page 10.

We also have an interesting article on the philosophy of safety on page 12 which is very thought provoking. Those new to ELAM will hear the phrase "it depends" a lot during their training, and this article may explain a little bit about why that is.

In other news, I decided to sell my Triumph Street Triple towards the end of the year. It was a lovely bike and I really enjoyed riding it, but found that I only rode it about 4 times in 2013. This is because the deputy executive sub-editor is often in tow and we always use the Sprint. I really enjoy riding the Sprint anyway, so am looking forward to seeing how she handles round the track this year. I don't think I'll be quite as quick on it, but it will certainly be more comfortable on the ride there and back. Plus, it gives me the opportunity to become the Folembay bike whore this year!

All the best in 2014...

Charlie Osborne

progression@elam.org.uk



VIEW FROM THE CHAIR



"May I wish you all a Happy and Prosperous New Year, and a special welcome to our new members who may be reading Progression for the first time."

At the time of writing we have 8 new associates ready to start on our January course and I look forward to meeting you all at your machine control day.

Looking ahead, we are only two months away from our Annual General Meeting, which takes place at our usual venue, Eton Manor, on Tuesday 4th March at 7.30 pm.

There will be changes to our committee this year, I am intending to step down as the Chairman, having served three years and feeling ready for a break. Our Group Secretary, Mark Hyam, will be leaving London for the West Country sometime during 2014, so it is farewell from him. I am pleased to confirm that our Treasurer, Mike Coggins, has agreed to continue for another year.

The committee consists of three officers, Chair, Group Secretary and Treasurer, we then have other roles fulfilled by full members and associates.

I know that ELAM is dear to many of your hearts, however the group can only continue into 2014 and beyond with your help. We have two vacancies that need filling and we invite any full member who is interested to come and attend our next committee meeting and get a flavour of how we operate and what is involved.

We meet at the Plough Public House, Sewardstone Road, Chingford, E4 and our next meeting is on Wednesday 15th January at 7.30 pm. We meet on the third Wednesday of every month, the dates are shown in the group calendar.

As a brief overview, the Chair convenes the meetings, sets the agenda and ensures that we cover each topic and agrees who/what requires action. Where possible the Chair attends social evenings and the IAM annual conference. The Forum and Calendar is administered by the Chair with assistance from the committee.

The Group Secretary is the liaison between us and the IAM, he/she also records the minutes of the meeting, circulates them amongst the committee and where possible attends social evenings and IAM events.

You do not necessary need previous experience of working on a committee as we will offer support, advice and time for you to ease into the role. We are looking for someone who has some administrative skills, plenty of enthusiasm and the ability to listen and work closely with others. If you feel tempted, please do not hesitate to give me a call or send an e mail.

Ride safe

Brian Dunne

07917 404193

chair@elam.org.uk

NEWBIES...



NEW ASSOCIATES

Suk Mangat

Glen Crilly

Kevin Gibson

Andrew Mutter

Danilo Barbagallo

John Rudge

Steven Born

Eugenie Shinkle

NEW MEMBERS

Bill Baker

John Conn

Ferenc Fodor

Stephen Winter

Hein Le Roux

If new associates (or anyone in ELAM) would like to tell us more about themselves then contact me at:

progression@elam.org.uk

OPERATION CURRUS

- Marek Wiluszynski

If you were riding home on the evening of 20th November, through Tower Hamlets, it's likely you would have been pulled over by a bike cop as part of Operation Currus.

This was an initiative arranged by Tower Hamlets and the Metropolitan Police Service to encourage motorcycle riders to take more training. The statistics in the borough had shown an increase in accidents involving bikes and their commitment was to reduce those killed and seriously injured by 40%.

The event included a veritable scrabble board of organisations: DSA, VOSA, TFL, ROSPA as well as us representing the IAM. Also taking part were the Fire Brigade, Ambulance Service, Bikesafe, Icepatch (a business that records a rider's details on a patch attached to their helmet). The police present were from Essex, The City as well as Tower Hamlets.

There were about 30 bike police involved as well as other support officers on foot. Riders were stopped on the Mile End Road and The Highway. They were invited back to a site set up in the carpark outside Halfords where their bikes were inspected. Any minor faults could be rectified on site with the help of Pole Position, a motorcycle repair business from Wapping, that had set up a temporary workshop. Riders could get bulbs from Halfords and with the help of mechanics from Pole Position (yes they were from Poland as it happens) could carry out minor repairs.

The bike police then encouraged the riders to speak to Bikesafe as well as the two training organisations present.

In the four and half hours of the operation about 220 bikes were brought in, of which 70 signed up for Bikesafe. Mike Coggins and I spoke to a couple of dozen bikers and we

should expect 10 to 15 who would have signed up for Skill for Life via the website and probably more following their Bikesafe sessions.

A private contractor had brought in an articulated HGV lorry so that we could see how difficult it was for the lorry driver to see bikers filtering up the near side or stopping directly in front of the



filtering up the near side or stopping directly in front of the



cab. The lorry used was new and had numerous sensors along each flank as well as additional mirrors. Despite this it still had considerable blind spots. And this was probably

OPERATION CURRUS

- Marek Wiluszynski

one of the best equipped vehicles in use. A sobering thought when filtering past HGVs.

Considering the publicity around cycling accidents recently in London, it was to be expected that the media chose to concentrate on this when reporting the operation, despite the fact it was targeting motorbikes exclusively. Still, we got to make some good contacts with Tower Hamlets and the police. I'm sure they were happy with our contribution.

With our newly acquired ELAM fluorescent waistcoats and IAM caps, we now have the kit to make an impression at future events like this. Keep an eye on the Forum for more details.

- Marek



Ride to Battlesbridge - 6th October '13

Led by Nigel Servini, report by Jo Naylor

As always we met at the ubiquitous McD's. Believe it or not, prior to my IAM days, I didn't set foot in the place on principle. Just shows how easily corrupted I am, as I'm now peeling the free coffee stickers off everyone's cups!!

It was a lovely day for a ride, bright and sunny and still quite warm, not very autumnal at all. It was great to see some new faces and reassuringly some old ones too (I mean I already knew them not that they were of advancing years) as it is now almost 2 years since I first joined ELAM and had my first 'all abilities' ride.



As always Nigel arranged a good 'off piste' route. Following Nigel you learn to expect the unexpected and although there was no wildlife on this ride (I had a full on 'oh dear it's a deer' in my way on the previous ride), there was the obligatory ford. It was quite deep too, and seeing as I have adapted my bike to fit my legs, everything in my life is lower than average, and fords can be a bit intimidating to a vertically challenged rider on a seriously lowered bike. We all splashed through though. No one got lost, or at least I didn't notice if they did, possibly poor forward and rear observation skills though?!

The 'Museum', now that's a very grand title for the shed, but it was interesting to see the bikes. Was that a Norton Jubilee in the corner I wondered? I didn't want to fess up

to owning one as it looks an ugly old heap, although I remember mine being an ugly old oil spitting heap when I last saw /rode it circa 1979, I don't think it was one. Nigel looked right at home in the museum, although not quite an exhibit (sorry Nigel).



Lovely pub lunch in the sun, felt like mid summer and we were all in t-shirts. A few hardy types braved the long climb to the top of the old granary building to the café. I thought I'd pass on this, as last time we were here I'd had to climb it twice which is no mean feat in full bike gear, as I'd left my helmet up there on the way out.

Then homeward bound in a few different groups and routes, but I like to stay with the leader and TEC just in case my navigation skills fail me, so it was a great ride and lovely day and thanks as always to ride leader Nigel and tail-end Charlies, Mike and Annie.

- Jo



WANT TO MAINTAIN YOUR OWN BIKE?

- Filipe Fonseca

Last year I enrolled in a bike maintenance course for beginners at the Hackney Community College. The course exceeded my expectations, and I am now registered for the advanced maintenance course which will start in January for 10 evening classes of 2 hours.

Each session started with 30min of theory. During this you can raise all your questions, and then you practice for one and a half hours on your own bike or someone else's bike in small groups of 2 to 3 people depending on the number of attendees. All the tools are available; the place is like a professional garage with adequate lighting, air lines, tyre tools etc.

I have learned a lot of stuff. I was more or less knowledgeable and confident to carry out certain tasks, but the course was the right place to practice, build up confidence, learn mechanic jargon, exchange tips, use specific tools and ask the friendly teacher for help if it was needed.

I discovered that the official maintenance schedules are not always exhaustive and it is more and more noticeable when the bike is getting older, for example for my bike, there is no reference to cleaning air sensors, changing the final drive fluid, cleaning injectors etc. as if these were life-time free-maintenance working parts!

These are just examples of “untold” maintenance tasks, that I am aiming to carry out myself. My bike is getting older and my aim is to do some basic and complementary maintenance myself and be able to diagnose problems with my bike when I am on long trips.

You are also encouraged to research your bike to be prepared for the next session. You are provided with the theory material, which refers to further links or articles for you to develop your knowledge. I came across some interesting reading on my bike but also on the different characteristics of engine oils (**See page 18 for more**), Air



filtering, fuels – which I can share – and I can now relate more to anything which is maintenance and mechanics.

The beginners' course was organised around 8 sessions, with an introduction and final review session:

- Engine Parts and Air Filter
- Spark plug and engine lubrication
- Bleeding brakes
- Fuel systems
- Electrical systems
- Starter system
- Exhaust system
- Drive chain and tyres

If you are interested in maintaining your own bike, then I cannot recommend the course highly enough. Feel free to contact me or talk to me on a ride-out about it.

Here is a link to the course...

http://www.hackney.ac.uk/courses/course/104000016981997/motorcycle-maintenance-beginners/?search_id=542

- Filipe

QUIZ-TASTIC

by Mike Coggins

What bike was Steve McQueen riding when he made THAT jump in the Great Escape? What is Ozzy Osbourne's real first name (no, it's not Ozzy!).

These were two of the questions from the excellent Christmas Quiz as organised by our very own Mitch and Mrs Mitch.

Jane and Jo produced a veritable banquet of tasty hot and cold food (including cake!) to get proceedings off to good start. Those present hoped their amply nourished brains would remember facts that they didn't know they knew. This proved tricky in some cases however.

The General Knowledge round softened us up before moving on to Motor, Film and TV, and Music. There were some difficult questions and some impossible questions, but inspiration sometimes worked and we got answers to most questions.

After a short delay, the results were announced and the winners enjoyed their success (see photo!).

A big thank you to Jane and Jo for the lovely spread and to the Mitch's for their hard work (and patience when repeating questions!).

- Mike



Attended a Social Evening lately? Why not write it up for others to enjoy:

progression@elam.org.uk

PHILOSOPHICAL TWADDLE REGARDING SAFETY

by Dave Gallagher

- It is safe to drink the water.
- It is safe to cycle in London.
- It is safe to parachute jump.
- It is safe to shove sharp bamboo rods up your nose.

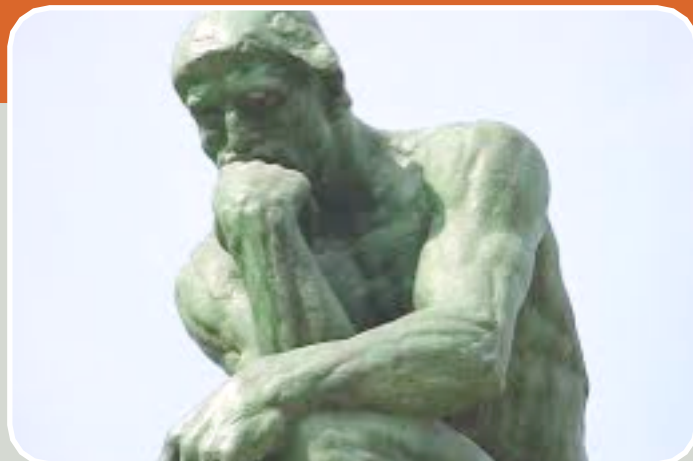
Much of our vocabulary revolves around words and their associated meanings. The statements above all use the word “safe”, but in slightly differing ways. This demonstrates how a word may have differing connotations depending upon the context: equi-vocal usage. The opposite would be a “uni-vocal” word, such as “bachelor”, which means “unequivocally”, an unmarried male over the age of 18. The concept of “bachelor” does not vary subtly from person to person.

So, where am I taking this then?

Well, quite early on in my ELAM theory sessions (some years back), I remember one observer who was leading the sessions saying that if you were in the outside lane on a motorway, you should occupy position 1 within this lane. His reason was that if anyone moved without warning from the middle lane to the outer, then you had more space to move into if needed: safer therefore. This should be considered in the ride plan.



Some time after this, I was on an observed run, and in de-briefing, it was suggested that I was too near to the traffic in the middle lane when overtaking in the outer lane, in position 1: less safe. It was mooted that position 3 was advantageous because of its enhanced distance away from middle lane traffic, and that this should be considered in ride planning. Since then, this slight contradiction has occurred regarding a number of safety



related situations, with slightly differing concepts on what constitutes “the safest thing to do”. After all, is this not our noble obsession in advanced riding!?

The big question is therefore, what is, (and how do I know), the safest thing to do, if there is subtle variation in the understanding and usage of the word “safe”?

It seems to vary from person to person, and moment to moment. This is why we ride whilst constantly updating our riding plan. Put simply, what is safe for one may not be safe for another. This is, presumably, why we “ride our own ride”, and not someone else’s. What the system provides is a framework within which one can make informed decisions. What influences these decisions are internal factors, as informed by external factors: the information! What are these internal factors? They are the things that make a person the character they are: confidence, technique, aggression, passivity, sense of humour, social skills, spatial awareness etc. All the acquired information passes through the “you” filter so that you (the rider) can plan for the future, or what might reasonably happen.

Aristotle contended that everything in the universe is subject to change. He was most interested in what causes this change, and what is the nature of this change.

In fact, what causes decisions to be made is of far more importance than the decisions themselves. The final cause (to Aristotle) is what we generally refer to regarding outcomes: a well-negotiated bend in the road, taking in a hazard that has been planned for. The Efficient cause is of more relevance: what starts off an event or process: the advice and inspiration of an observer as applied to a particular hazard. And here, this leads us back to the original contention: that advice and inspiration can subtly vary.

We can use the knowledge of what caused past events in order to try and predict change whilst in the present. This



helps inform our decisions/guesses about the future. We can never predict with 100% accuracy, what will happen in the future. We make informed guesses, as opposed to uninformed ones, but they remain guesses none-the-less. We also place a high degree of trust in the machines. For example, if there were an engine seizure during a ride, this would not be something a rider would reasonably expect to know about, until it happened. It is always a possibility, but with a low degree of probability. So, we trust our machines, whilst knowing that certain information (POWDERS) is not taken on trust. Knowledge is better than trust in this instance.

Safety as a concept, therefore, is not something all humans share a-priori: reasoned without previous experience. We understand the word, but how we apply it



is very much a-posteriori: experience based, (compare driving in London and Cairo!). Our teachers and observers become our efficient causes, as they disseminate their experience amongst new associate members. As the system is applied to decision making, so the subtle variations in what we understand safety to be begin to converge, as a conscious and reasoned effort is made at applying what is "the safest thing to do".

There is time during a ride-out, when I feel "in the zone". By that, I mean that I feel I am making instinctively safe decisions, and everything is smooth and progress feels effortless. It feels good to be in a group of like-minded people who are striving to apply and improve themselves and their riding in the same way. A close, shared, understanding of safety and its application to riding a motorcycle, allows nearly a telepathic reading of how to negotiate what a ride throws up. Subtle differences are accommodated, because the margins (which separate our decisions) are slim ones. Funnily enough, the only "accident" I have ever witnessed was when someone, (can't remember who), dropped his bike whilst wheeling it, trying to negotiate a ford without getting the rather spotless machine wet! Ironical then, that it may actually have been safer to ride through the ford whilst "IPSGA" was still being actively applied in this instance!

What of sharp bamboo rods then? Well, when I studied social Anthropology many moons ago, we studied a remote tribe from Papua New Guinea who were known as the "Sambia". We were informed that, it was a male "Sambia" custom, to ritually bleed themselves so there would not be any "female" influence affecting their cultural "masculinity". This was/is done by inserting sharp rods of



bamboo up the nose and popping them home with a sharp tap! Nice! I remember thinking at the time that this action did not conform to any notion of safety that I had! There is other stuff they do as well: Google it! Actually, don't bother....watch the new "Philly Throttle" series instead!

FOLEMBRAY 2014

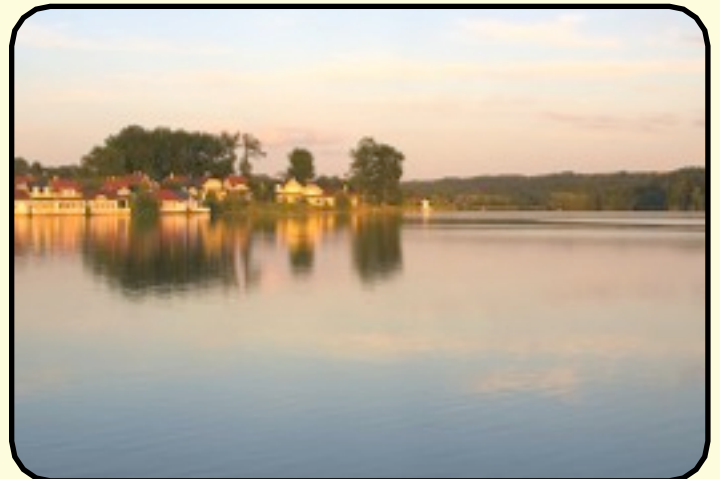
Sunday 3rd August 2014

Circuit based road training day - £305.

Once again we are pleased to announce this event will be run in conjunction with our partners at Eurotrax. The price includes return ferry crossing from Dover to Calais – out on the Saturday and back on Monday, B&B on a shared room basis (single room supplement will apply), guides from the ferry to the hotel and from the hotel to the circuit, track time, unlimited coaching. Due the manner in which the day is operated we are able to cater for riders of all abilities.

To receive a booking form and details of how to pay, e-mail:

folembay2012@beckett50.co.uk



PHOTOS FROM THE BOXING DAY RIDE

taken by Marcin Maciukiewicz



REVIEW - BMW 1200GS

by Norman Leader (also posted on the Forum)

As requested, here are my initial observations on the new BMW 1200GS. If you want a proper review and road test report, buy a motorcycling magazine! I'm writing this for existing GS owners.

I'm no GS expert, but this new one is my third. I bought an 1150 in 1999 and replaced that with a 1200 in 2005. I was really trying to buy something different this time, but failed to find something else I enjoyed riding as much.

The bike I bought is a 1200GS TE (stands for 'Touring Edition'), which means it has a pre-set selection of goodies fitted at the factory. Some are worthwhile, some maybe not, but the bundled price for all of them was definitely cheaper than buying the specific items I wanted.



The ride will be familiar to existing GS owners, but it's better. This bike makes 25% more power than my old bike so it definitely moves quicker. I'm comparing a new bike with a tired, 8-9 year old, but it feels much crisper to ride, more responsive, with an improved feel through bends under power. Some of that is probably because all the controls feel much lighter - especially the throttle.



From the seat, the changes I've noticed are... The seat itself is firmer and wider, giving extra support to the inner thighs. I used to get leg ache in the thighs/knees after 250+ miles on the old bike and I'm hoping for better. My knees now come closer together when gripping the bodywork, which I prefer, being less splayed out. The front seat has adjustable height (2 positions) and adjustable tilt (2 positions). The rear seat has adjustable height (2 positions) and adjustable location (2) front-to-back. The angle of the handlebar grips has changed slightly and feels more natural for my wrists, but others may not feel the same. Windscreen height is now adjustable using a large knob that can be operated wearing winter gloves. At 70mph, there seems to be less wind noise and no noticeable buffeting compared to the old bike.



The speedo and rev counter are easy to read. There is a light sensor that controls the brightness of the instrument lighting and (if selected on the computer) the automatic

Fancy new piece of kit? Write a report and post it to me at:

progression@elam.org.uk

REVIEW - BMW 1200GS

by Norman Leader (also posted on the Forum)

switch over from daytime running lights to dipped headlight - for example, when entering an Alpine tunnel...

All the lights on a TE are LEDs, making my spare bulb kit redundant. I'm promised that the LED headlight is a massive improvement over the old headlight, which was poor, but that remains to be tested. The headlight still has an asymmetric pattern with a large splash onto the left hand side. It still needs to be reset for riding on the continent by visiting a BMW dealer. And then reset back once you're home. Or use some sort of beam deflector. Grrr.



There is a computer controlling pretty much everything on the bike, with some interesting features you can choose to turn on or off as you prefer. The left and right handlebars contain lots of switches. I'm still reading the user manual, but some of the things I've already found are...

- The indicator switch is now the same as everyone else's
- You can manually switch between daytime running light and dipped headlight by using the handlebar button provided or have the light sensor do it for you automatically, if you prefer.
- There is something called ASC which detects wheelspin or sideslip and reduces power momentarily to help you regain tyre grip and avoid a crash. Currently untested by me!
- There are several riding modes you can select for different riding conditions that affect engine mapping, suspension settings, ABS settings, ASC settings and even how the throttle responds. I expect most of it is unnecessary, but it's there, so let's see how I get on with it.

- There is something called Dynamic ESA - Electronic Suspension Adjustment - which means you can tell the bike what the riding load is like (one or two people, with or without luggage) and that adjusts the rear spring preload. Apparently there are also ride height sensors that mean the damper valves are adjusted as you ride to suit the terrain. On my test ride, the suspension and road holding felt excellent, but that's not exactly a scientific approach. And no, it's still not a sports bike.... :-)

- There is cruise control. It works just like the one on my car.

- There are tyre pressure sensors that can tell you what the pressure is and warn you whilst riding if it is too high or too low - hopefully before the tyre gives up and loses all pressure quickly.

- The engine now requires fully synthetic oil.

- I bought a set of panniers. They seem better built than the old ones and even easier to take on and off.

- If you own the BMW Navigator SatNav, which I believe is a rebadged Garmin, then there is a Mount Cradle for that (which I didn't want fitted as I don't have a SatNav) which goes above the speedo. There is also a thumb wheel control around the left hand grip that lets you control the device - presumably so you don't need to take your gloves off. It lets you scroll up, down, left or right plus an extended left or right by pushing and holding. I believe the Garmin it is based on will also fit the cradle and can be charged through it but it won't recognise the thumb wheel control.

OK, that's enough for now. I'm just waiting for the weather to improve so I can go and ride it around the lanes and get to know it better.

- Norman



MOTORCYCLE VS AUTOMOTIVE OILS

Article from MCN

Walk into any motorcycle dealership parts department and you are virtually guaranteed to see prominent displays of oils produced specifically for use in motorcycle engines.

Since dealers are not about to waste valuable floor or counter space on a product unless it produces a decent profit, it is obvious that motorcycle-specific oils have become one of the premier parts department cash cows of the 1990s.

Of course advances in lubrication technology have resulted in some fairly expensive premium, synthetic and synthetic-blend products for automobiles also. But as you can see from our pricing research at a half-dozen auto parts and cycle parts stores, the average purchase price for the motorcycle-specific lubricants runs about 120 percent higher for petroleum products and 185 percent higher for synthetic products than do their automotive counterparts.

The companies marketing these high-priced motorcycle lubricants would have us believe that their products are so superior to the automotive oils as to justify paying two and three times the price. But are we really getting the added protection promised when we purchase these products?

MCN decided to look beyond the advertising-hype, specifically to see if the claims of prolonged and superior viscosity retention could be verified. What we found may very well change your mind about what should go into your motorcycle's crankcase in the future.

So The Story Goes ...

Many motorcyclists have long doubted the need to pay the inflated prices asked for most motorcycle-specific engine oils. An even larger number of us have harbored at least some degree of skepticism about the claims made for motorcycle oils, but have been reluctant to turn away from them, for fear of damaging our precious machines if the claims should happen to be true. Most of this fear comes from very successful marketing campaigns mounted by the manufacturers and distributors of motorcycle-specific lubricants.

For example, a monthly trade publication for motorcycle dealers recently published an article suggesting, "negative selling techniques" to "educate customers" against purchasing automotive oil for their bikes. The example in the article begins with the benevolent dealer looking the poor, dumb customer in the eye and asking, in an incredulous voice, "You're not really using that in your motorcycle, are you?"

The idea, of course, is not so much to educate as to frighten the customer into paying for the more expensive motorcycle oil that only guess-who sells. Such

techniques have played on our fears with great effect, to the point where high-priced, motorcycle-specific lubricants have become staple profit producing items in the majority of motorcycle dealership parts departments throughout the country.

The campaigns promoting motorcycle-specific oils have successfully indoctrinated an entire Generation of motorcycle riders and mechanics. The doctrine is now so ingrained in the industry that questioning its veracity instantly marks you as an ill-educated outsider. Even MCN has fallen victim to the hype. Our own technical experts from the American Motorcycle Institute have repeatedly advised our readers against the dangers of straying from the straight and narrow path.

What we, as well as the AMI, your local mechanic and all the other motorcycling publications have been doing is simply repeating what we have been carefully taught to believe over the years. The only problem with this approach is that our only source of information has been the people who stand to profit from our faith in the superiority of motorcycle-specific oils.

About the same time we began looking into the oil viscosity retention question, we received a letter from John Woolum, a professor of physics at California State University - and a motorcyclist - who noted that he was investigating in the same area on his own. Not being ones to look a gift horse in the mouth, we contacted Dr. Woolum and encouraged him to expand his research on our behalf.

Read all about his research and the conclusions of this report here:

<http://www.ducatimeccanica.com/oil.html>



Falling for the Hype?

IAM RIDING TIPS - RIDING IN THE WIND & RAIN

IAM's head of riding standards and advanced motorcyclist, Peter Rodger, is offering monthly motorcycling tips. This month, he is advising on riding in the wind and rain.

Give yourself enough following distance. In the rain you need to see the road surface ahead of you early enough to be able to avoid puddles, drain covers and potholes full of water.

Lorries often throw up a wall of spray that you can't see through. Don't be tempted to rush into an overtake when you can't see. Stay further back to avoid the worst of spray until you can see clearly enough.

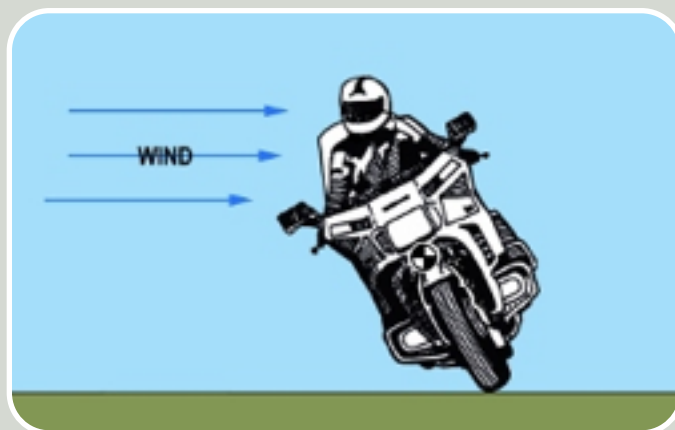
Heavy rain creates pools of water across the carriageway. If you see water pooling, avoid it if possible. If you see one too late to avoid it, don't brake or accelerate in it – ease off the throttle a bit, hold the handlebars firmly and steer straight ahead. Remember, braking distances increase in the rain. Slow down, look further ahead and increase your following distance.

Strong winds severely unsettle your bike and blow you off course. Look ahead at the trees and bushes, and the behaviour of other vehicles to see how the wind is affecting them – it will show you where the worst patches are. Watch for gaps in buildings or trees – such as firebreaks in forests – they often cause strong side winds. Riding past lorries and trucks has a similar effect.

Wind affects other vehicles too. Large and flat sided vehicles are usually most affected – so give them more room, and plan where you are going to overtake. Avoid spots where they are likely to get blown across your path.

Rodger said: "Riding in bad weather is more challenging. If the weather is really severe, you need to consider whether you need to go out at all, but if you do, give it more thought."

"The wind itself is invisible, but its effects aren't – watch them. Getting both cold and wet will really destroy your concentration, as well as be unpleasant, so make sure you have suitable kit for riding in wet conditions."



Got any news to share?

progression@elam.org.uk

IT PAYS TO BE A MEMBER OF ELAM...



Look at these great deals we get as ELAM members. If you know of any that we have missed or ones that are out of date then get in touch and tell us.

Let's try and fill the page...

COMPANY	OFFER	NOTES
Essential Rubber	10% off	Tell Mick you belong to ELAM
Motorcycle Tyres, Romford	10% off	Tell Mark you belong to ELAM
Baglux	20% off	Contact Martin Ace martin@aceman.co.uk
Bering	20% off	Contact Martin Ace martin@aceman.co.uk
Kriega	15% off	Contact Martin Ace martin@aceman.co.uk
Almax	Upgrades	Contact Martin Ace martin@aceman.co.uk
Eskeez	10% off for IAM	http://www.eskeez.co.uk
MCT - Suspension	??	Tell them you know Charlie Osborne and you might get lucky!
Infinity Motorcycles	10% off	At New Oxford and Portland Street branches



CONTRIBUTORS

ELAM would be nothing without the contributions of its members and associates. Thanks to all those who contributed to ELAM and to Progression this month.

Dave Gallagher



Marcin Maciukiewicz



Filipe Fonseca



Jo Naylor



Marek Wiluszynski



Norman Leader



Want to contribute to ELAM?

progression@elam.org.uk

UPCOMING EVENTS - GET INVOLVED

JANUARY	FEBRUARY	MARCH
Wednesday 15th Committee Meeting	Tuesday 4th Social Evening	Tuesday 4th ELAM AGM
Friday 17th Curry Night	Thursday 6th Theory Session	Saturday 8th Saturday course A14 Observed Ride
Sunday 19th Machine Control Day	Saturday 8th Saturday course A14 Observed Ride	Sunday 9th Sunday course 01/14 Observed Ride
Thursday 23rd Theory Session	Sunday 9th Sunday course 01/14 Observed Ride	Wednesday 19th Committee Meeting
Saturday 25th Saturday course A14 Observed Ride	Wednesday 19th Committee Meeting	Saturday 22nd Saturday course A14 Observed Ride
Sunday 26th Sunday course 01/14 Observed Ride	Thursday 20th Theory Session	Sunday 23rd Sunday course 01/14 Observed Ride
	Saturday 22nd Saturday course A14 Observed Ride	
	Sunday 23rd Sunday course 01/14 Observed Ride	

Please note that social rides have now been added to the calendar as placeholders, but will require a full member to volunteer to lead the ride for it to go ahead. Please look at the forum for more details closer to the date of each ride.

<http://www.elam.org.uk/cgi-bin/calendar.pl>

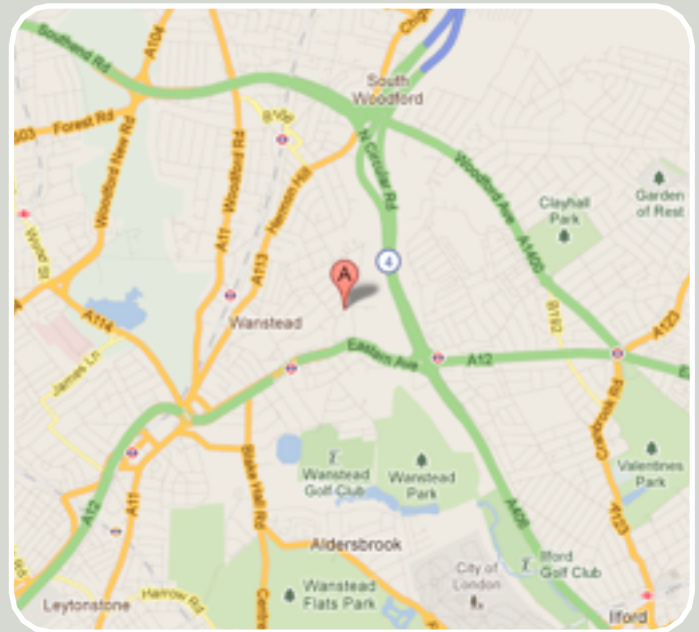
Venues

Club Nights - Eton Manor RFC, Nutter Lane, Wanstead, E11 2JA

A great way to get to know fellow ELAMites, have fun and even learn something!

Starts at 19.30

Contribution of £1 towards cost of venue.



Theory Nights - St. Francis Hall, Hawkwood Crescent, Chingford, E4 7RS

Mandatory training for new associates.

Starts at 19.30

Snacks and drinks available for a small contribution.

Machine Control Day - Northern Showground, North Weald Aerodrome, North Weald, Epping, CM16 6AA

Essential machine control techniques for new associates and members who need a refresh.

Starts at 9.00

Hot drinks provided by Paul Gillett for a small fee.



VIEW FROM THE BACK



POST TEST ARRANGEMENTS

For all associates who are advised that they are “ready for test” by their allocated observer, you should contact the following Senior Observers to arrange a Check Test.

Claire Beckett	claire.beckett@elam.org.uk
Rick Brown	rick.brown@elam.org.uk
Paul Gillett	paul.gillett@elam.org.uk
Marek Wiluszynski	marek.wiluszynski@elam.org.uk
Mike Stewardson	mike.stewardson@elam.org.uk

ELAM

Through its affiliation to the Institute of Advanced Motorists, ELAM is able to offer a quick, simple, all inclusive package that provides you with everything you need to become an advanced motorcyclist.

We like to think that ELAM is different. That's why we all belong to it and why we're so enthusiastic about it. We don't mind what bike you ride or whether you're a courier or a stock broker, our motto is, "it's not what you ride, it's the way you ride it that matters".

Please help support
ELAM by contributing to
progression
progression@elam.org.uk